

Summary

For more than a century, a large railroad yard has existed in an area bounded by John Kronk, Livernois, and Dix extending west to about Miller Street. This yard is just a short distance west of the junction of mainline railroad tracks running east-west and those running roughly north-south (Figure S-1).

A significant volume of freight being moved by railroads today is being delivered to the rails by trucks. Following the train trip, it is again moved by truck to its final destination. These movements between rail and truck are termed intermodal freight transportation. The most common movements involve transferring containers or trailers between railroad flatcars and trucks. This activity usually takes place at a location called a terminal.

The Detroit Intermodal Freight Terminal Project consists of the development of a complex of terminals operated by several railroads, which will provide efficient intermodal service to business and industry. Presently, there are two intermodal terminals in close proximity in Southwest Detroit. These are: Detroit-Livernois Yard (operated by CSX and Norfolk Southern) and the newly-created yard behind the Michigan Central Depot just north of Bagley (operated by Canadian Pacific Railway). There is another smaller area that may be used for intermodal freight just south of Clark Street adjacent to the old Cadillac plant. These three form the nucleus of what is referred to as the Detroit Intermodal Freight Terminal, the DIFT. There are six other intermodal freight terminals in the Detroit and Southeast Michigan area.

It is the charge of this study to evaluate the impacts of alternative scenarios for the intermodal freight terminal and the movement of trucks into and out of the terminal. It is important that the movement of the freight that drives jobs and economic growth be facilitated. It is also important that the movement of these trucks respect the quality of life of the residents of Southwest Detroit, Dearborn, Melvindale and Allen Park. The current DIFT Study is designed to address these issues.

For the remainder of 2001, MDOT and its consultants will be analyzing alternatives for terminal development and their associated truck movements, evaluating their impacts, and making recommendations to protect the neighborhoods as much as possible. This can only be done well if the neighbors are involved.

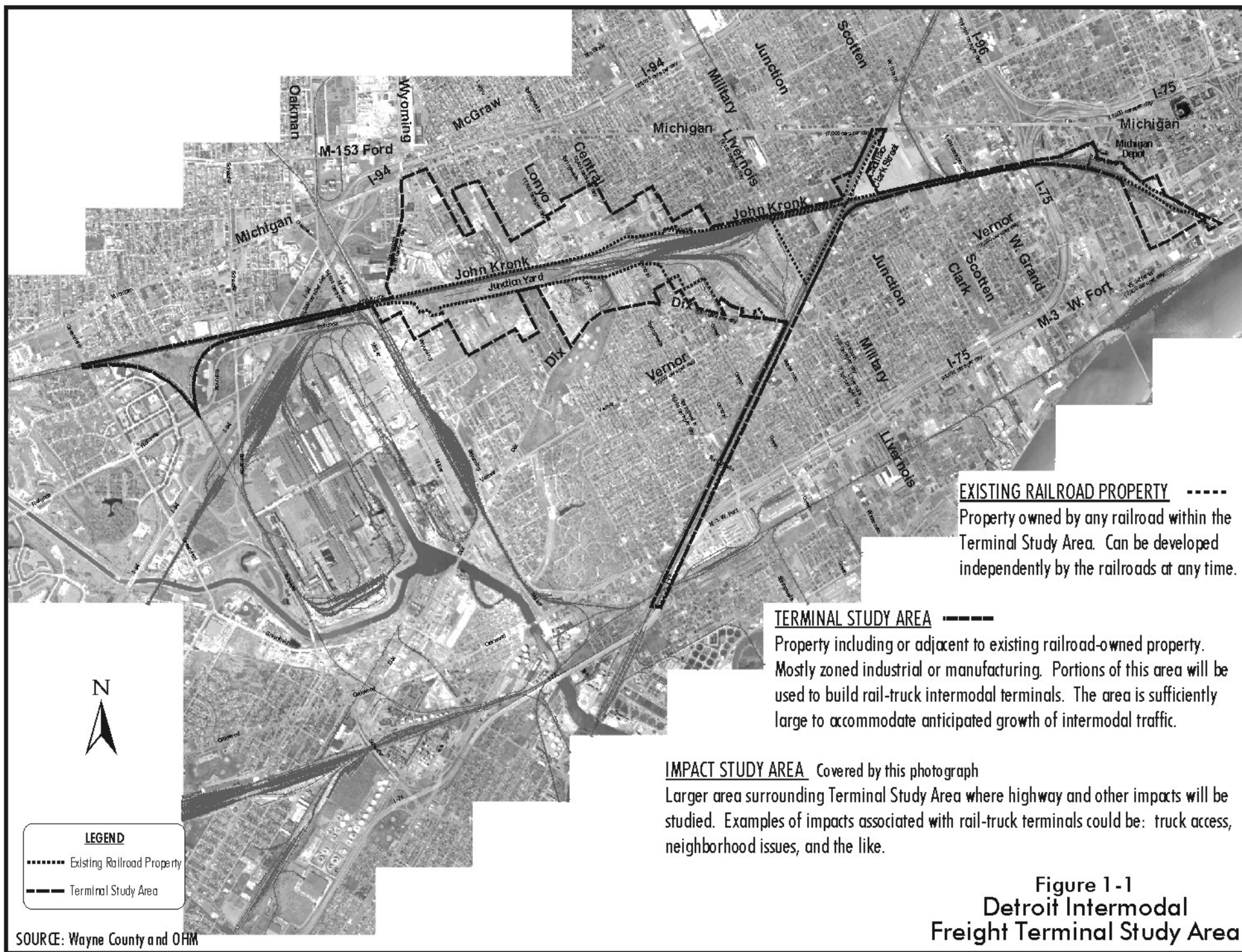
Project Purpose

The purpose of the Detroit Intermodal Freight Terminal Project is to support the economic competitiveness of southeastern Michigan by improving freight transportation opportunities and efficiencies for business and industry. The goal is to develop a regional intermodal facility with sufficient capacity to provide for existing and future intermodal demand. The goal of this Feasibility Study is to facilitate the project goal by:

- n Identifying the footprint, and requirements for right-of-way, and/or ancillary railway facilities, for the Intermodal Freight Terminal;
- n Identifying practical alternatives for highway access to alternative scenarios for the intermodal freight terminal; and,
- n Identifying potential environmental impacts of the project, and where possible and through continuing analysis, proposing methods to avoid and/or minimize these impacts.

Schedule

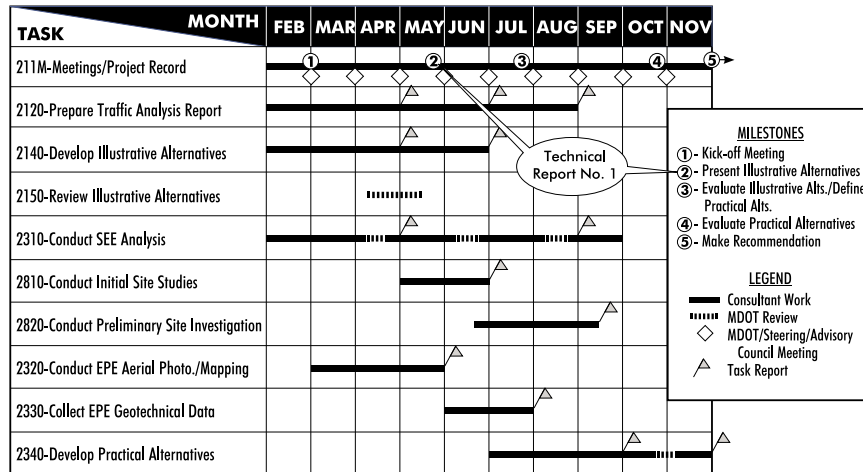
The Feasibility Study phase of the DIFT Project is scheduled to take ten months beginning in early February and ending by early December 2001 (Figure S-2). In March, and then again in April, the MDOT/consultant team presented the project to the public. Meetings have been held since this phase of the project began with individuals and small groups, all with the intent of introducing the project and gathering information on concerns/needs associated with intermodal activity now and in the future. This information, combined with guidance



SOURCE: Wayne County and OHM

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Figure S-2
Detroit Intermodal Freight Terminal Project
Schedule for Feasibility Study Phase



SOURCE: The Corradino Group

provided by the project's Local Advisory Council, Technical Team and Steering Committee, has allowed this document – Technical Report No. 1 – to be prepared. It defines the Illustrative Alternatives, i.e., concepts for addressing transportation issues associated with the Detroit Intermodal Freight Terminal Project. These concepts are to be presented to the public in the latter part of May to gather further input so the alternatives can be refined prior to conducting the evaluation itself.

Alternatives to be examined in the project include both rail yard/railroad strategies and highway improvements that respond to and influence each other. The baseline rail strategy assumes activity is contained on the existing property (about 580 acres). All four Class I railroads are expected to conduct intermodal operations using five gates (A through E) (Figure S-3). But, not all intermodal traffic will be accommodated with this terminal area as other terminals will remain in operation outside the project area. Other rail strategies assume expansion of the rail property, with government's assistance. The maximum to be added is shown on Figure S-1. Under this scenario,

the rail property will be served by nine gates (A through I) (Figure S-3). This assumes the continuation of the Vernor Yard behind the Michigan Central Depot, the use of the Cadillac-Clark Street property, and the expansion of the Detroit-Livernois Yard. While the exact expansion of the Detroit-Livernois Yard is not yet known, Figure S-1 defines an area sufficiently large (about 1,280 acres) to accommodate the growth in intermodal traffic plus a buffer between the terminal complex and adjoining land uses. This large area, while likely more than needed, allows the maximum impact of the proposed intermodal facility to be addressed.

To initiate the definition of alternatives, routes for trucks to each proposed gate from I-94/I-96 and I-75 are being studied, realizing the gate locations will be refined as the study proceeds.

Those areas along these routes that might need improvement are:

- Traveling to I-75 Southbound
 - n Vernor Highway Underpass
 - n New Truck-Only Road on Railroad Property
 - n New Depressed Truck-Only Road between Livernois and Dagoon (option to truck-only road on rail property)
 - n Springwells/I-75 Ramps
- Traveling to I-75 Northbound/I-96 Westbound
 - n Michigan Avenue Interchange Ramp
- Traveling to I-94 Eastbound/Westbound
 - n Rebuilt north half of I-94/Livernois Interchange
 - n Wyoming Avenue Interchange Ramps
 - n Central at Kronk and Rail Yard
 - n Kronk from Livernois to Wyoming including a buffer
 - n Stecker from Kronk to Michigan Avenue
- Other
 - n Lonyo at Rail Yard
 - n Waterman Underpass of Rail Line
 - n Cleanup of Railroad Underpasses in area